



## MEMORANDUM

**TO:** Lee Heckman, Case Manager  
**CC:** Members of the City Council  
**FROM:** Shandrian Jarvis, Transportation Planner  
**DATE:** September 3, 2013  
**SUBJECT:** Neighborhood Traffic Analysis for Apostolic 1.5 – Case # C14-2013-0081

---

The transportation review section has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

The 1.6-acre tract is located in south Austin, at the intersection of Oltorf Street and Sherwood Lane. The site is zoned Single-Family-2- neighborhood plan (SF-2-NP) and it is currently occupied by a church. Single-family residential uses are located to the south and east of the property. Commercial uses are located at the western edge of the tract, and to the north along South Oltorf Street. The zoning request is for General Retail neighborhood plan (GR-NP).

### Roadways

Oltorf Street provides access to the site from the north. It is classified as a major arterial. There is approximately 90 feet of right-of-way and 37 feet of pavement. There is no designated bicycle route along Oltorf Street. However, there is currently Capital Metro bus service along the roadway.

Sherwood Lane would provide access to the site from the east. It is classified as a local street. The road currently has a right-of-way width of approximately 50 feet and a pavement width of approximately 24 feet. Currently, the street is not served by a bicycle route and there is no Capital Metro bus service along the roadway.

### Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineer's publication Trip Generation, the site could generate up to approximately 2,993 vehicle trips per day (vpd). However, since the applicant agreed to limit the development to 2,000 vpd, the maximum of 2,000 vpd is assumed..

Table 1 represents the expected distribution of the 2,000 trips:

<b>Table 1.</b>	
<b>Street</b>	<b>Traffic Distribution by Percent</b>
Oltorf Street	50
Sherwood Lane	50

Table 2 represents a breakdown of existing traffic volumes, proposed site traffic, total traffic after development, and percentage increase in traffic on adjacent streets.

<b>Table 2.</b>				
<b>Street</b>	<b>Existing Traffic (vpd)</b>	<b>Proposed New Site Traffic to each Roadway</b>	<b>Overall Traffic</b>	<b>Percentage Increase in Traffic</b>
Oltorf Street	33,215 <sup>1</sup>	1,000	33,215	3%
Sherwood Lane	927 <sup>2</sup>	1,000	1,927	107%

1. Source: COA Traffic Counts 2004. [http://www.campotexas.org/programs\\_rd\\_traffic\\_counts.php](http://www.campotexas.org/programs_rd_traffic_counts.php). Adjusted to current year.

2. Source: GRAM Traffic Counting, Inc. August 5, 2013.

It is assumed that 50 percent of site traffic would use Oltorf Street, and 50 percent would use Sherwood Lane. Under this scenario, traffic on Oltorf would increase by approximately 3 percent. Traffic on Sherwood Lane is expected to increase by approximately 107 percent.

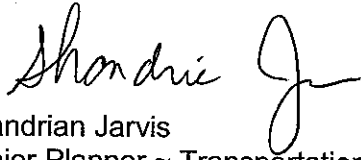
According to Section 25-6-116 of the Land Development Code, local or collector streets that have a pavement width of less than 30 feet are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadways exceeds 1,200 vehicles per day. In its current configuration, Sherwood Lane is anticipated to operate at an unacceptable level for this segment of the roadway.

### **Recommendations/Conclusions**

1. To minimize the traffic impact of the project on the neighborhood, the traffic should be limited to 1,100 vpd until the pavement along Sherwood Lane is widened to a minimum of 30 feet.
2. The existing religious use should not exceed 25, 000 square feet or 600 seats. More intensive land uses with high trip generation should be prohibited.
3. Development of this property should also be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in this neighborhood traffic analysis, including traffic distribution, roadway conditions, and other traffic related characteristics.
4. All driveways would need to comply with current City of Austin Type II Commercial Driveway standards and would need to meet minimum requirements for driveway width; throat length, driveway spacing, offset, and curb return radii. The owner will be responsible for obtaining permit approval for the driveways prior to site plan approval.

---

If you have any questions or require additional information, please contact me at 974-2628.



Shandrian Jarvis  
Senior Planner ~ Transportation Review  
Planning and Development Review Department